

lives have been lost. Ten bodies have been identified and nine we have been unable to identify. We have heard reports of missing persons and received many telegrams inquiring about passengers on the train, but as we have been unable to identify all of the bodies it would be impossible to tell what the number of fatalities will be.

The first arrivals on the scene of the disaster found the freight and passenger cars in a blaze and small explosions occurring almost continuously. It was dangerous to go anywhere near the wreckage, although pitiful cries for help were heard.

Men and women clad only in their nightclothes were rushing about in all directions, while the dead and wounded lay strewn amid the wreckage. The few of the less seriously injured who were able to get away went to the Paxton Electric Company plant, where a temporary hospital was established. Others wandered aimlessly about in the fields east of the tracks and were picked up there as they had fallen.

Many of the passengers were tossed over the embankment on the river side by the force of the explosion and were lying on the ground bleeding and moaning. They were carried to places of safety to await the arrival of doctors and railroad relief trains.

INJURED HURRIED TO HARRISBURG.
The first relief train arrived on the scene about 2:30 o'clock and the injured were hurried to the Harrisburg Hospital, where every nurse and a number of extra physicians were in attendance. Three relief trains were sent from the city and each one bore back a load of dead and injured.

As the firemen gained control of the flames the work was started of getting the bodies from the burned cars. Every passenger car was completely destroyed and from nearly every one the charred bodies of men, women or children were taken. Four bodies were taken from beneath the passenger engine after it had been lifted up by a powerful wrecking machine. Many had been killed in their sleep.

A number of bodies were reduced to ashes.

MANY SURVIVORS NAKED.
Eyewitnesses say that many of those who left the wreckage were absolutely without clothing, every article being swept from their bodies. It was to be expected that the bodies of the dead and the injured were stripped of their beds, sheets, counterpane and blankets and in some cases took articles from their own wardrobe. Sheets which were not required to clothe those who had lost everything were torn into bandages, slings and other necessary appliances.

A temporary morgue was established in the parlor of the residence of Undertaker Samuel Speese on Chestnut street. Here the bodies were taken. There was not a whole body in the group. One identification had to be made from a mere trunk of a body.

Another charred mass is almost legless. It resembles that of a small girl. On the stump of one arm a watch chain is seen. It is a small girl, whose body is embedded in the flesh. She has not as yet been identified.

The shock of the explosion was heard for miles around. At Highgate windows were broken, and the people generally shaken up badly, but no serious damage was done. In Middletown the shock was terrific and many persons jumped out of their beds and fled to the streets under the impression that there was an earthquake.

Across the river at New Cumberland and other places there was an upheaval that badly frightened the residents. Many persons when they saw the blazing wreck from over the river crossed in boats to the scene, and did all they could to assist the wounded.

SENATOR KNOX'S DAUGHTER SAVED.
Mr. and Mrs. Knox, the latter the daughter of United States Senator Knox, were on their way to Harrisburg from New York. They escaped with slight injuries caused by flying glass. Mr. Knox telephoned to Gov. Pennypacker of their condition, and the Governor immediately sent for Secretary Wharton and directed that he take care of them.

Mr. Wharton was unable to find a cab and started to Steepleton on horseback. On his way he met a cab, and taking possession of it he hurried to Steepleton and brought the Knoxs to the Executive Mansion, where they were cared for by a physician. They were equipped with new clothing and departed for Harrisburg.

Victor L. Crabbe, one of the injured, was taken to the Harrisburg Hospital. Norman Pittman of Philadelphia, a relative of Mr. Crabbe, arrived here at noon. Robert Pittman and Mrs. Crabbe arrived in Harrisburg this afternoon from Pittsburgh.

THIEF CAUGHT AT WORK.
Clarence F. Oppen of New York was among the first to find a cab and started to Steepleton on horseback. On his way he met a cab, and taking possession of it he hurried to Steepleton and brought the Knoxs to the Executive Mansion, where they were cared for by a physician. They were equipped with new clothing and departed for Harrisburg.

From the estimate of several passengers in the Pullman cars the actual financial loss in money and property destroyed in the wreck is placed at \$20,000.

The Pennsylvania Railroad officials here, under the jurisdiction of Sup't. W. B. McKeen of the Philadelphia Division, have had a strenuous day settling with the many passengers injured and otherwise inconvenienced by the wreck. The wrecking of the train cost the railroad a great deal of money and their losses were speedily made good. J. Francis, a broker of New York City, said that the car in which he was riding was overturned on its side with the first crash with the freight train. "I was cut about the head and the blood was streaming into my eyes. I tried to get out of the car, but it would not reach it as the car was over on its side. The second explosion occurred and the side of the car was blown off. I was thrown out through the splintered side to safety. Following this there were other slight explosions which, I understand, were caused by the gas tanks of the Pullman cars being overturned."

Henry Silverman, a New York jewelry salesman, had a satchel in his berth which contained several thousand dollars worth of jewelry samples. Mr. Silverman was compelled to leave everything and flee. He could not find his bag in the darkness and had to see his jewels perish in the fire. Mr. Silverman was glad to get out as it was. His home is in Chicago.

Formed among the rescuing parties at the scene of the wreck was one headed by Vance C. McCormick, former captain of the Yale football team, a member of one of the wealthiest families in Pennsylvania and until recently Mayor of Harrisburg.

When nothing more could be done at the scene, he and his party went to the Harrisburg Hospital, where they turned in and worked like Trojans at making bandages and doing anything else which could be done by any, except a trained physician or nurse. The party included the following: Mr. McCormick, his sister, Mrs. John V. Boyd, J. A. Austin, Bandit, Snyder, C. Gilbert, Frank, and a number of public works, and his son, Frank and Gilbert.

The wrecked express train was running as second section of No. 18. It has been the almost invariable custom to run the passenger section first and the mail and express section second. Last night was the first in a long time that the passenger section was run second.

The mail section reached Harrisburg on time and was standing in the station when the dynamite began to explode. Had the trains been run as usual it would have been the mail section that would have figured in the collision with the freight and mail train.

PITTSBURGH, May 11.—The three Pittsburgh

FIDELITY AND CASUALTY COMPANY

A number of our Policy Holders were passengers on the Pennsylvania train that was wrecked near Harrisburg yesterday.

They are fortunate in holding the most liberal contracts known to Accident Insurance—in a Company of great financial strength, whose reputation for prompt and liberal payments is well known.

CITY AGENCY, 66 PINE STREET

victims of the Harrisburg wreck were all prominent, both in business and social circles, here. Victor L. Crabbe was the son-in-law of Robert Picotini, assistant to President of the Pennsylvania Railroad. He was 46 years old. He was connected with the Carbon Steel Company. James R. Phillips was, until April 1, district manager of the American Sheet and Tin Plate Company. He resigned from that concern for the purpose of organizing an opposition plate combine. He recently purchased the plant of the Jackson Sheet and Tin Plate Company at Clarksburg, W. Va., which was to have commenced operations next week. His trip was in connection with that concern. Mr. Phillips was a millionaire. He was 35 years of age and married.

Paul Bright was a prominent civil engineer of the city.

The bodies of the dead arrived here this evening from Harrisburg on a special train.

SAM SHUBERT BADLY HURT.
Will Reever—William Klein Injured, but Doing Well—Savage Missed Train.

Reports received here yesterday said that Sam S. Shubert, the theatrical manager, who was injured in the Pennsylvania Railroad wreck, was very badly hurt. Shubert was on his way to Pittsburgh in company with William Klein, a lawyer of this city, and Abe Thalheimer, manager of the "Fantana" company, one of the Shubert shows. With them on the train was John Reynolds, Banche Walsh's manager, whose home is in Pittsburgh.

All of the party were injured, but Mr. Shubert's injuries were by far the worst and were so serious that for a time yesterday his friends had grave fears for his life. Mr. Shubert was burned all over the front of his body, from his head to his feet, and inhaled considerable smoke.

Last night word was received from his physician, Dr. Leiser of this city, who hurried to Harrisburg on the first available train, that Mr. Shubert, although badly burned, would in all probability recover. His wife and two sisters left for Harrisburg at 1 o'clock yesterday afternoon when it was feared that he was fatally hurt.

Mr. Shubert and his party were going to Pittsburgh for the purpose of completing negotiations for the lease of the Duquesne Theater there to Mr. Shubert. They had three lower berths in one of the sleepers. Klein being on the opposite side from Shubert and Thalheimer. Reynolds was in the next car.

The first that any of their friends here knew of the accident was when Thalheimer called up Manager Jacobs of the Shubert offices here at 6 o'clock yesterday morning and told of the wreck. At that time, he said, no trace of the wreck was known. It was thought that he had been burned to death.

According to the version of the accident that Thalheimer gave, he was awakened by the explosion and was thrown out of his berth. After this there was a second explosion, which wrecked the car. Thalheimer said that he broke two windows before he hit the ground. He landed on his back, on top of which was a freight car. Shubert's berth was next to his, and he was thrown out of his berth. The car had caught fire and Shubert's berth was burning by the time that he got to him.

Although Shubert was in great pain, he begged them to go back and look for Klein. This they did. They failed to find Klein and then carried him into the Commonweal Hotel. Two trained nurses and a physician were secured immediately. Mr. Shubert's physician reached Harrisburg at 6 o'clock in the afternoon, and then this message came:

"Examination just made. Although very badly burned, doctors think no danger of serious results."

This was posted in the Lyric Theater offices and being the scene to reassure the members of the "Fantana" company, in order that last night's performance might go off right.

The family and friends of Lawyer Klein were frantic almost all day in spite of the fact that early in the morning his mother sent a telegram saying that he had been hurt, but not seriously, and asking that his brother bring some clothes to him, as all he had had been burned up. In the early afternoon the family learned that Klein was among the missing and the dead. It was not until late in the afternoon that a Harrisburg friend telegraphed that he had found Klein in the hospital, badly burned on the hands and face, but doing nicely.

Mr. Klein is counsel for the Shuberts and for many theatrical people, including Nixen & Zimmerman, Reinald de Kover and Ludwig Englander. The telephone in his office hardly stopped ringing yesterday. Henry W. Savage left here Wednesday evening for Pittsburgh. His friends were afraid he was on the train, but it turned out that he had missed it by twenty minutes and taken a later train. He turned up all right in Pittsburgh yesterday, after inquiries had been made all over Harrisburg.

The wrecked train had only three sleepers when it left here, but three more were added in Philadelphia. Almost every berth was taken on the New York sleepers, most of the passengers being visitors here returning home.

Of the New Yorkers who were aboard few returned home yesterday. One of those who did was Charles Rosenstock, a commercial traveler, of 217 East 118th street. He was met by a party of friends, whose congratulations he found hard to hear because he was almost totally deaf from the explosion. Rosenstock said that he had been tossed out of his berth and thrown down the embankment to the edge of the river. The whole train was ablaze when he landed up. He was assisted to a fire house used as a temporary hospital, supplied with clothes and sent home.

HAD TO CARRY DYNAMITE.
Pennsylvania Railroad Official Says Every Precaution Was Taken.

PHILADELPHIA, May 11.—Charles M. Shaffer, passenger traffic manager of the Pennsylvania Railroad, said today:

by the wrecking of two cars of the freight train, which was eastbound. The freight had been flagged by a shifting engine, which had come to a stop a few yards down the track, and the sudden pressure of the air brakes wrecked the thirty-fifth and thirty-sixth cars in the freight train, they falling across the passenger track at the moment the express, westbound, came along.

"The express was sidetracked by the debris, but we do not believe that this caused any loss of life, although the engine driver, Thomas, may have been killed when his locomotive was wrecked. The express was brought to a stop by the collision, the third Pullman coming to a standstill directly opposite the thirty-sixth car of the freight, which was loaded with dynamite."

"Within a few moments of the preliminary wreck, or within a very short time thereafter, this dynamite exploded. Being directly opposite to the explosion, the third Pullman bore the brunt of the crash. It was right here that most of the damage was done. That is all known definitely as yet."

"Has the company any excuse or defense to offer for carrying dynamite in such close proximity to its passenger trains?" Mr. Shaffer was asked.

"As a common carrier, the Pennsylvania Railroad must transport dynamite when it is offered," Mr. Shaffer answered. "It was carefully packed in cars which were plainly labeled and carried in the side of the freight train. Mr. Shaffer added that the explosive was consigned to the Kerbaugh Construction Company, contractors at Columbia, Pa., for use on a new line which is being constructed for the Pennsylvania Railroad Company."

An official of the Pennsylvania Railroad's freight department here said yesterday that although recognized as a pretty dangerous thing to carry, dynamite was accepted and carried like any other freight. "Dynamite," he said, "is simply classed as slow freight and is treated just like so much coal, except that a sign is generally put on the car reading 'High Explosive.' As a common carrier a railroad has to accept it, but there isn't a railroad man who doesn't dread carrying it and who doesn't believe that a railroad should haul it on a special train of one car and an engine with a sign as big as the car telling what's in it and ought to charge a special rate to cover the expense of this."

MAY REGULATE TRAFFIC.
Commissioner McAdoo's Order Relating to Brooklyn Modified by Justice Gaynor.

The findings and judgment of Supreme Court Justice Gaynor in Brooklyn in the suit of Atty. Peace against Police Commissioner McAdoo for an injunction restraining the latter from carrying out the new traffic regulations were modified yesterday. The decision is not so sweeping as was expected, affecting only the Borough Hall section and giving the Police Commissioner to regulate traffic on the street traffic Justice Gaynor says in part:

"That the order or ordinance of the defendant is null and void, in so far only as it purports to prohibit the carrying of goods or passengers, the said streets being so interfered with by the said ordinance or order as to be practically impassable. The order is affirmed in all other respects and the defendant is enjoined and restrained from enforcing the ordinance in that particular in which it is void."

This judgment does not restrain or interfere with the defendant and those under his authority in any other way, but leaves them free to keep order in the streets.

GAS COLLECTOR UNCONSCIOUS.
Found in Ferryhouse Under Influence of Drunk and Without Money.

A man upon whom was found a card reading "Milton A. Brown, Consolidated Gas Company, 112-114 West Forty-second," was picked up unconscious in the East Thirty-fourth street ferryhouse about 7 o'clock last night by Police Officer Thomas Sullivan. Ambulance Surgeon Drury from Bellevue found that he was suffering from the effects of some drug.

No money was found upon the man, but he had a number of gas bills apparently ready for presentation. Detectives Sullivan and Kane of the East Thirty-fifth street station are working on the theory that he was robbed. Down to a late hour last night the man had not recovered consciousness.

GRAPE-NUTS.
DOCTOR'S FOOD
For His Family and Patients.

A surgeon and physician of Reedville, Pa., has found Grape-Nuts a nourishing and strengthening food for use as a supporting medium after operations. He says:

"As a physician I take great pleasure in using Grape-Nuts in my family, and also recommend it to my patients where a good strengthening food is required."

"I find it particularly valuable in convalescence from run down and depressed conditions. It also does well as a supporting medium after surgical operations."

"The fact that it is pre-digested makes it an ideal food for sufferers from indigestion and dyspeptic conditions. With the high quality of the food maintained, as has always been the case, I consider it an ideal food for most all conditions." Name given by Postum Co., Ltd., Battle Creek, Mich.

There's a reason. See "The Road to Wellville" in package of Grape-Nuts.

TORNADO'S SWEEP OF DEATH.

100 KILLED AT SNYDER, OKLA., AND OVER 200 INJURED.

Storm Spread Havoc Throughout District—Rescuers Hurrying to Stricken Town. Find Bodies in the Streets and Many Injured Pinned Under the Debris.

MOUNTAIN PARK, Okla., May 11.—The town of Snyder, which was hit by a tornado soon after midnight this morning, is almost in ruins. It had 1,200 inhabitants, mostly Texans, and many of these were either killed or injured. It is now believed that the number of dead will not exceed 100 and that over 200 were injured, about 50 of them seriously.

The tornado's havoc was not confined to Snyder. That the village of Olussee was also destroyed by the same tornado is believed, for all attempts to reach it by wire or telephone have failed. According to the course of the storm, it would have struck with full force upon the little village of trail frame dwellings.

Reports from despatches on the Santa Fe road say that the town of Quinlan, in Woodward county, was hit and that three persons are known to have been killed.

Relief expeditions are getting to the stricken town as fast as possible. The first to arrive was a trainload of physicians and nurses from Hobart. A second train containing a dozen undertakers, who were in conference at Hobart, has been sent to Snyder with a carload of coffins.

At least four relief expeditions are supposed to have reached Snyder to assist the Hobart party. The Frisco railroad authorities are doing all in their power to assist in getting aid to the scene, and special trains, made up of freights and any dead rolling stock that can be secured, have been sent there.

All the physicians and able-bodied men in Lawton, which is the nearest point of telephone communication with Snyder, have gone on a work train over the Frisco road to the scene. Despatches from Quinlan, Tex., indicate that all the section hands on the railroad have been ordered to join the residents of that town and go to Snyder.

According to those who went to Snyder early to-day, forty residents were killed, and many were injured. While many other buildings were unroofed or badly smashed, ten inches of rain fell.

The tornado swept the southwest, and in the northwesterly sweep left its victims strewn along the route taken by the first relief train. For miles before the first relief train, the survivors saw heaps of splintered building material. In the town itself, or what was left of it, they found masses of ruins.

Ames of piles of clapboards, beams, tin roofs and brick the survivors were wandering aimlessly. So great had been the shock to those who had escaped that they were hardly any assistance to the rescuing party. Field hospitals were established in the totally razed section of the town. The bodies of the dead were being buried in the ruins of the town. This had been the business section, and many of the merchants lived in rooms over their stores.

Along the lines of the streets here many bodies, crushed and bruised almost beyond recognition, were found. The care of the dead, however, was forgotten in the face of the sufferings of the injured beneath the buildings, and the entire force of available men continued working in the ruins.

Residents at Hobart, thirty miles north of Snyder, say that from the reports brought by messengers, Snyder was hit by the edge of the tornado's course, sheds, cattle and shingle and tin roofs were carried like feathers on the breeze of howling, dust laden wind. All along the line, when daylight came were masses of wreckage stretching fully fifteen miles from the scene of the disaster. All day Snyder came into prominence eight months ago, when its inhabitants waged war on the men of Mountain Park. Both towns were striving the supreme, and in county affairs, and many were killed on both sides. In the face of the great calamity the feud has been forgotten.

OKLAHOMA, May 11.—Gov. Ferguson to-night issued the following proclamation:

"On Wednesday night the town of Snyder, in Nowa county, was swept by a destructive cyclone. Many persons, probably 100 were killed, many wounded, numerous others rendered homeless and destitute. The territory has no provision for rendering aid to the sufferers. We will have to depend upon the good people of Oklahoma to give relief to the sufferers. All persons who are in a position to help, and I am satisfied that our people will respond, and as far as possible relieve the unfortunate victims of this disaster as far as financial aid and kindness can do."

ATASHASKO, Okla., May 11.—A water-spout, accompanied by a destructive wind, hit the district east of Hinton, in North Dakota county, this afternoon. Two brick houses were destroyed. A great many growing crops were literally washed away and buildings unroofed and destroyed. Rain fell in torrents for fifty minutes.

STORMS BATTER INDIANA.
Unprecedented Wind, Hail and Hail—Crops Destroyed—Two Killed.

INDIANAPOLIS, May 11.—Indiana was visited by a series of storms to-day which have rarely been equaled in number in a single day, and possibly never in the amount of rainfall, the continued high winds and almost general destruction of property.

While many people in different parts of the State were injured only two deaths are reported to-night, and those were caused by lightning. The storm came from the northwest, and in some localities the clouds were so heavy that the darkness of night prevailed for more than an hour.

While the storms swept over nearly all parts of the State, they proved most destructive in northern Indiana, and especially in the counties of White, Pulaski and Adams. The storm carried away many houses and barns, and in some places the rain poured down in torrents and was accompanied by heavy hail, which stripped fruit and shade trees of their leaves. Barns and outbuildings were blown down, dwellings unroofed, telegraph and telephone lines leveled with the ground, and many fields of wheat completely destroyed.

Edward Martin at Union City and Mrs. Benjamin Morehead at Newcastles were struck by lightning and killed. Reports from all parts of the State indicate that the damage will reach hundreds of thousands of dollars. A tidal wave at Michigan City carried the Lake Michigan steamer twelve feet above normal submerging the piers and carrying two houses from their foundations.

CHICAGO A STORM CENTER.
Severe Wind and Lightning Throughout the Central West.

CHICAGO, May 11.—Death and extensive loss of property were caused by a severe wind and electric storm which swept over northern Missouri, Illinois, Indiana, Ohio, Wisconsin and Michigan to-day. Chicago was almost in the center of the disturbance. Lightning shocks electrically charged metal work in street cars. The rainfall was almost unprecedented in the suddenness of its downpour and brought injury and probably death to several persons.

Tidal waves were observed at several points along the eastern shore of Lake Michigan, a sudden change in barometric pressure raising the water over the docks. Mrs. Charles Kellogg, 844 Vincennes avenue, was probably fatally injured today when a lightning bolt struck her car. It is supposed that she was struck by lightning.

Paderewski

visits Aeolian Hall, New York's New Musical Center, and writes another letter of appreciation of

The Pianola

Gentlemen,

I consider the Metrosyle indispensable to the Pianola and I have indicated my interpretation of several compositions with great interest.

Very sincerely yours,

J. Paderewski

May 11th 1905. New York.

I consider the Metrosyle indispensable to the Pianola, and I have indicated my interpretation of several compositions with great interest.

ALTHOUGH M. Paderewski was too ill to give the concluding Recitals of his Tour, he accepted an invitation to call at Aeolian Hall on the eve of sailing for home and hear some recent compositions played by the Pianola. He spoke enthusiastically of the artistic characteristics of the instrument, and upon his return to his hotel sent the above note to the Aeolian Company, which shows that the great Polish artist has not modified his original attitude in regard to the real merit of the Pianola and its most important feature—the Metrosyle.

It is noteworthy that not only Paderewski, but practically all the other recognized authorities, have gone on record as praising the Metrosyle Pianola. It is still more noteworthy that although there are now upwards of forty different Piano-Players on the market, the Pianola is the only one which these distinguished musicians have chosen to endorse and recommend to the public as worthy of serious consideration.

Anyone who contemplates investing the substantial sum represented by a Piano-Player, surely wishes to acquire the best instrument of its type. The Pianola is the standard of its class, its popularity and sales being greater than all other Piano-Players put together. It has in the Metrosyle a feature which Paderewski describes as "indispensable" and which is not even approximated in any other instrument.

The Metrosyle Pianola, \$250 and \$300; purchasable on moderate monthly payments.

THE AEOLIAN COMPANY, Aeolian Hall, 362 Fifth Avenue, near 34th St., New York.

Maimed for Life or Dead

Such is the appalling record of the railroad wreck at Harrisburg yesterday. That fate may overtake you or your loved ones at any moment.

Don't Travel or Stay at Home

Unless you have accident insurance that insures. The best and most liberal policies in the world are written by the

Casualty Company of America

Home Office, 52-54 William Street, New York City

Don't Wait

Insure now with us direct or through your own Broker. He knows.

THE REV. DR. MILLARD DEAD.

Had Been Presiding Elder of the New York Methodist Conference.

The Rev. Dr. C. W. Millard of Poughkeepsie, who until recently had been presiding elder of the New York Conference of the Methodist Episcopal Church, died last evening at the City of New York. He was 68 years of age. Dr. Millard was operated on in Yonkers eighteen months ago for cancer of the intestines, and it was a renewal of this trouble which caused his death. He leaves a widow and two sons, one of whom was with him at the time of his death.

Dr. Millard was born in Dutchess county, N. Y. He was educated at Wesleyan University. In 1867 he was admitted to the New York Conference.

In the spring of 1886 he was elected secretary of the New York Conference. In 1891 he received the degree of Ph. D. from the University of the City of New York. In the same year he became pastor of the Washington Square Methodist Episcopal Church. Previous to that time he had filled pulpits at Newburgh, Chester, Matteawan, Peekskill, Kingston, Poughkeepsie, and Morrisania.

Until recently, when he was assigned to Poughkeepsie by the Bishop, he was Presiding Elder of the New York Conference of the Methodist Episcopal Church.

STEAL LEAD FROM AN ORGAN.

Thieves Damage a Costly Instrument in a Brooklyn Church.

The handsome \$10,000 organ of the Ocean Hill Baptist Church, Rockaway avenue and Somers street, Brooklyn, was found yesterday, to have been seriously damaged by thieves, who had torn away several hundred feet of lead pipe from the hydraulic power apparatus. The instrument was damaged in various other places, the thieves evidently hoping to find more lead in the diapasons and even in the console, all of which had been pulled out of place.

Detective Sheridan arrested two boys in a junk shop in East New York late in the afternoon. One said he was John Goebel, 18 years old, of Williams and Atlantic avenues. He said the other boy was Charles Gordon, 15 years old, of 9 Pleasant place. The latter got away, and in trying to escape a close pursuit, plunged head first through a skylight, landing on the railing of the top stairs of the house at the corner of Horner street and Stone avenue. He fell to the bottom of the stairs and was picked up unconscious by the detectives. His injuries were slight. Both boys were held in \$500 bail each on charges of vagrancy. The damage to the organ is estimated at \$2,000. The boys sold the pipe for less than \$10.

The awful R. R. catastrophe at Harrisburg, Pa., yesterday proves the value of carrying Accident Insurance. Our

\$1,000 policy costs only \$1.00 a year. Get one immediately.

The Registry Co. of America,

34 LIBERTY STREET, CITY.

H. O. CURTIS DAVIS, President.

CLARE GREENWOOD, Sec'y & Treasurer.

WORKED OFF A DEAD BOA

On the Police With a Tale of Haying It in the Street.

Ten boys trudged into the Tenderloin police station last night dragging a gunnysack in which they had a dead snake 12 feet long. They dumped it out on the floor.

"We were playing on a bridge over an excavation in Eighteenth street near Fifth avenue," said the spokesman, "and we saw this snake crawl in along under the bridge. We got a lot of rocks and stoned him and when we were sure he was dead we put him in this sack and thought the police would like to have him."

The station house door opened and Barney Marcus, the Seventh avenue professional bondsman, poked his head in, yelled and ran away.

Policeman Keenan, who used to hold a job with a circus, said the snake was a box and had evidently died on its owner's hands and not by violence. After waiting a reasonable time for its press agent to appear they sent it to the ofal dock.

Colonial Dining Table

Another example from a stock that contains many beautiful reproductions. The important fact is that in all our great stock you cannot buy an unworthy or a doubtful piece of Furniture; nor do you pay more than the selected wood and skilled work make absolutely necessary.

Schmitt Brothers,

Furniture Makers, Established 1864.

40 East 23d.

BUSINESS NOTICES.

Mrs. Wm. W. Lawrence, dentist, 250, a bottle, teeth, softens the gums, reduces inflammation, always cures wind colic, diarrhea, 25c a bottle.

ENGAGED.

GROSEMAN—EMMONS.—An announcement